

Docket Item #2-A
MASTER PLAN AMENDMENT #99-0004
REZONING #99-0004
POTOMAC YARD

Planning Commission Meeting
June 15, 1995

ISSUE: Consideration of an amendment to the Potomac Yard/Potomac Greens Small Area Plan Chapter of the 1992 Master Plan 1) CDD Guidelines, 2) Land Use Concept Map, and 3) Predominant Height Limits Map.

Consideration of an amendment to Section 5-602 of the Alexandria Zoning Ordinance with respect to CDD No. 10: Potomac Yard/Greens

APPLICANT: Commonwealth Atlantic Properties
by J. Howard Middleton, Jr., attorney

LOCATION: 3601 Jefferson Davis Highway (See legal description in application.)

CITY COUNCIL ACTION, OCTOBER 16, 1999: In conjunction with the consideration of the ordinance to amend the Potomac Yard/Potomac Greens Small Area Plan chapter of the 1992 Master Plan, the Council amended guideline #6 to include language about light-rail, as follows:

6. Development within the CDD shall not preclude the possible future construction of a Metro Station; nor shall development within any right-of-way or dedicated open space within the CDD preclude the future construction of a light rail or other similar transit system.

CITY COUNCIL ACTION, SEPTEMBER 8, 1999: Upon motion by Councilwoman Pepper, seconded by Councilman Cleveland and carried unanimously, with respect to the application for approval of amendments to the Potomac Yard/Potomac Greens Small Area Plan Chapter of the 1992 Master Plan and the corresponding rezoning, the Council accepted the recommendation of the Planning Commission and approved the amendments to this master plan chapter, as described in the staff report.

PLANNING COMMISSION ACTION, JUNE 15, 1999:

A. Master Plan Amendment

On a motion by Mr. Komoroske, seconded by Mr. Leibach, the Planning Commission recommended approval of the proposal, subject to all applicable codes and ordinances and the staff recommendations, with an amendment to guideline #9. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis, but changed guideline #9 in response to the Del Ray Citizens Association's request that Howell Street as a through connection from the project into the neighborhood shall only be permitted if approved by the Director of T&ES after consultation with the neighborhood.

Speakers:

(See speakers list on item CDD #99-01, the Concept Plan for Potomac Yard.)

B. Zoning Amendment

On a motion by Ms. Fossum, seconded by Mr. Leibach, the Planning Commission recommended approval of the proposal, subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

(See speakers list on item CDD #99-01, the Concept Plan for Potomac Yard.)

sketch page

STAFF RECOMMENDATION:

A. Staff recommends approval of the following changes to the CDD Guidelines in the Potomac Yard/Potomac Greens Small Area Plan Chapter of the Alexandria Master Plan and to the Land Use Concept Map (Map 1) and the Predominant Height limits for CDD Map (Map 2):

CDD Guidelines for Potomac Yard/Potomac Greens

Development under the Special Use Permit procedures within the CDD shall be in accord with the following principles:

Land Use

1. The maximum amount of development permitted in this CDD shall be:
 - a) 625 hotel rooms,
 - b) 735,000 net square feet of retail space,
 - c) 2,200 residential units, and
 - d) 1.9 million net square feet of office space.
2. The CDD shall be predominantly residential and mixed use, with the highest densities of commercial uses adjacent to the existing Potomac Yard shopping center, near the location where a future Metro station could be located. Uses shall be consistent with the concept plan shown on Map 1.
3. The Potomac Greens site shall be developed entirely in residential use, except for a possible Metro station.
4. At least one-third of the residential units shall be townhouses; no more than one-third shall be multifamily units; no more than one-third shall be stacked townhouse units.
5. At least one-third of the area of the CDD excluding streets, Four Mile Run, and the operating rail corridor shall be public open space or common private open space. The City may utilize a portion of this land private land for institutional uses.

Transportation

6. Development within the CDD shall not preclude the possible future construction of a Metro Station; nor shall development within any right-of-way or dedicated open space within the CDD preclude the future construction of a light rail or other similar transit system.
7. A comprehensive transportation management plan shall be implemented to encourage residents and employees to travel by

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modes other than single-occupancy-vehicles.

8. A road with a minimum of four travel lanes shall be provided in Potomac Yard to connect Route 1 at its intersection with Slater's Lane to the area north of Four Mile Run in Arlington County. Construction on this road shall occur at a time or level of development as determined in the Concept Plan.
9. The street system within the CDD shall be designed to minimize use of existing residential streets to the east, west and south of the district by traffic heading to or from the district. Through vehicular connections between the Potomac West area and the Potomac Yard tract shall only occur at E. Glebe Road and Swann Avenue, unless other connections are approved by the Director of Transportation and Environmental Services after consultation with the neighborhoods.
10. A system of pedestrian and bicycle trails shall be provided throughout the CDD, connecting to existing trails outside the district and connecting open spaces and neighborhoods within the district.
11. There shall be no intersection or connection between the George Washington Memorial Parkway and the Potomac Greens site by which motor vehicles can access that site from the Parkway or by which vehicles can access the Parkway directly from the site.
12. In the event projected development results in traffic spillover onto residential streets, the City shall implement traffic control mechanisms to mitigate such spillover and protect local neighborhoods. These measures shall include the neighborhood protection measures discussed on pages 31-33 of the City's Master Transportation Plan.

Urban Design

13. Buildings on the Potomac Greens site shall be designed and sited so as to minimize the visual impact on the Parkway.
14. Required parking in the CDD shall be underground or embedded within the block, to the maximum extent possible. Required parking for individual townhouses and other single family units shall be served by alleys to the maximum extent feasible.
15. In general, a grid system with moderate block sizes shall be favored.
16. A process shall be established whereby a Design Review Board established by City Council for the District shall review and comment upon each building within the district.
17. Heights shall be limited as shown on Map 2.

DEVELOPMENT WITHOUT A CDD SPECIAL USE PERMIT

Within the CDD zone the uses permitted without a CDD special use permit shall be as follows: the area south of the Monroe Street Bridge and the area east of the Metro tracks shall be RB (townhouse); the first 250 feet east of Route 1 shall be CSL; the remainder of the site shall be I (Industrial); except that the U/T regulations of the site shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way for the purpose of accommodating the relocated rail mainline on the yard; and except also that the area known as the 'Piggyback Yard' and Slaters Lane portion of Potomac Yard may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard:

- a) shall contain no more than 275 dwelling units;
- b) shall contain no more than 60,000 sq.ft. of commercial space, of which no more than 30,000 may be office;
- c) shall be planned and developed pursuant to a special use permit;
- d) shall have a maximum height of 50'; and
- e) shall generally be consistent with the goals and the guidelines of the small area plan.

(Guidelines deleted are listed in Attachment 3)

- B. Staff also recommends that Section 5-602 of the Alexandria Zoning Ordinance be amended as shown on the attached page:

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Insert Height Limits Map

STAFF ANALYSIS

This application seeks to amend the CDD Guidelines for the Potomac Yard/Potomac Greens small area plan chapter of the Master Plan in order to permit the approval of a new concept plan for Potomac Yard and Potomac Greens filed separately as CDD #99-01. That plan is discussed fully in the report for CDD #99-01 and the analysis of it will not be repeated here.

Staff proposes that the CDD guidelines provide the essential characteristics of the plan, and that the detailed characteristics be defined by the CDD Concept Plan, which includes the Urban Design Guidelines. The essential characteristics defined in the CDD Guidelines include the overall plan concept, the number of square feet by use, building heights and the broad outlines of the land use plan.

If the concept plan is not approved, staff recommends that this Master Plan amendment not be approved. Any change to the Master Plan should be tied to a concept plan which explains the proposed change in some detail.

In the event that this master plan amendment and the concept plan proposed by Commonwealth Atlantic Properties are approved but the concept plan is never implemented, a future applicant would have to submit a new concept plan for review and approval by the City.

STAFF: Sheldon Lynn, Director, Department of Planning and Zoning;
Kimberley Johnson, Chief, Development.

Attachments:

1. Concept Plan Map
2. Predominant Height Limits Map
3. Guidelines proposed to be deleted
4. Resolution of the Planning Commission

Concept Plan Map

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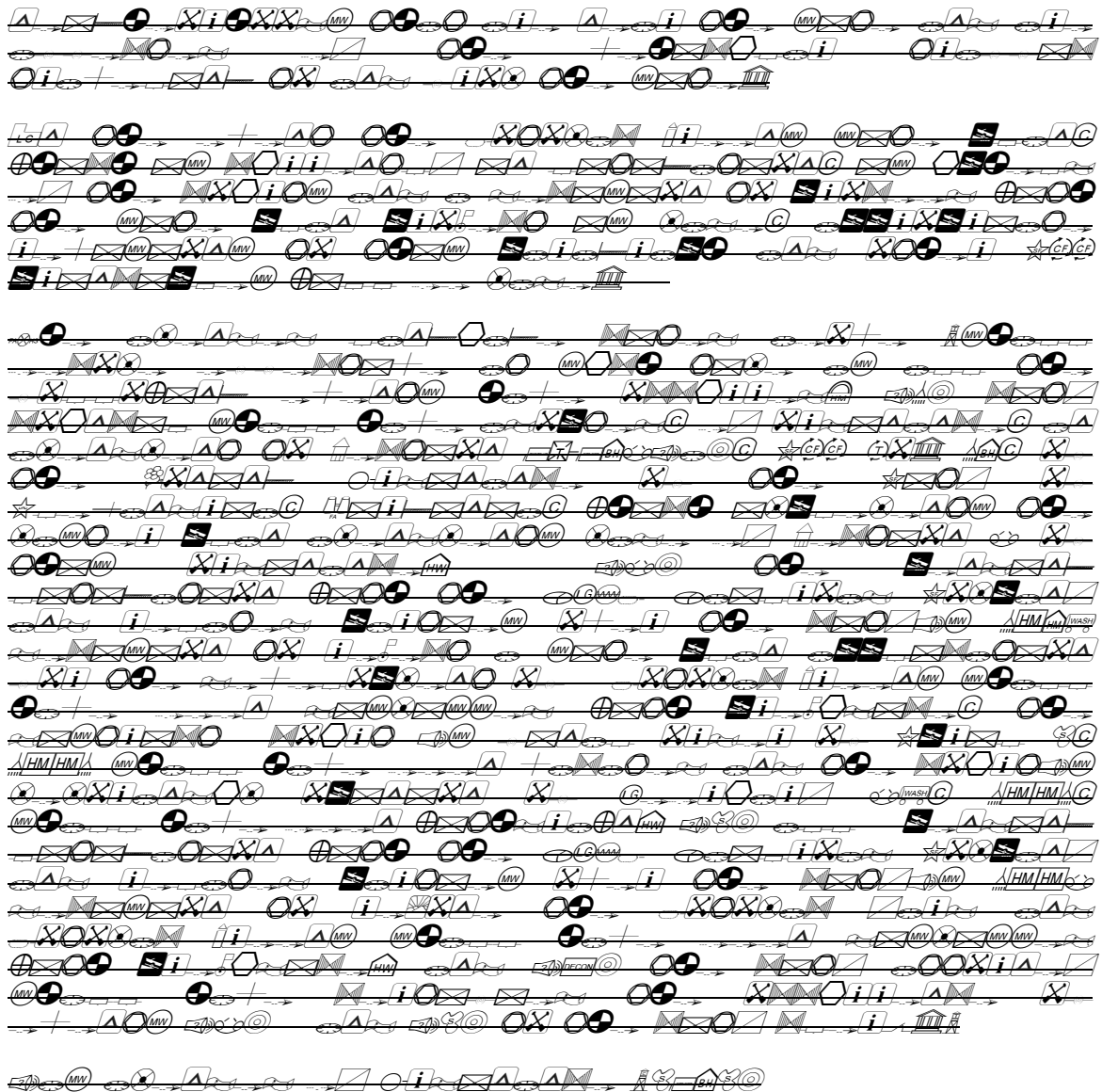
Predominant Height Limits Map

Conditions Deleted

General

1. ~~The entire area encompassed by the CDD designation shall be treated as one integrated mixed use development area under the procedures specified in the CDD zone.~~
2. ~~Except for interim uses all railroad trackage shall be located or relocated generally adjacent to the existing Metrorail tracks.~~
3. ~~All on site utilities shall be placed underground.~~
4. ~~The total amount of development allowed on this site shall be as follows:—~~
 - 1) ~~2.75 million square feet of office space;—~~
 - 2) ~~625 hotel rooms;—~~
 - 3) ~~300,000 square feet of retail space;—~~
 - 4) ~~3,500 residential units.~~





~~Phasing~~

- ~~5. The proportion of uses in each phase shall be specified in the conceptual design plan submitted to the City for approval. At no time shall the proportion of residential uses in the aggregate amount of development that has been constructed and occupied be less than the proportion of residential uses in the overall development stated in paragraph 4.~~
- ~~6. Each development phase within the CDD shall contain all infrastructure and facilities necessary to accommodate that phase of development.~~

~~Mixed Use Development~~

- ~~7. The area shall be predominantly residential with 1) a mix of land uses with office, supporting retail, restaurants and higher density housing concentrated near the metro~~

~~station, 2) a mix of housing types, 3) a possible shopping center to serve the district and nearby residential neighborhoods, 4) a variety of retail and service uses scattered throughout the district at appropriate locations, 5) a variety of parks and open spaces and 6) community facilities as needed.~~

~~Open Space~~

- ~~8. Approximately one third of the net site area (total site area less streets and rights of way, Four Mile Run and rail operating land), shall be dedicated to the City for public parks or accepted by the City as usable open space.~~
- ~~9. All major open space in the CDD shall be connected by pedestrian and bicycle trails to existing open space and recreation facilities in surrounding neighborhoods.~~
- ~~10. There shall be a system of bikeways connecting the residential areas to the Metro station and to the primary recreation facilities.~~
- ~~11. A landscaped strip of at least 30 feet shall be provided along Jefferson Davis Highway as a buffer between the new buildings and Route 1.~~

~~Residential Uses~~

- ~~12. At least two thirds of the residential units shall be townhouses, at a variety of densities. Up to one third may be multifamily units.~~
- ~~13. Ten percent of the residential units constructed on the site shall be made affordable. An amount equivalent to the provision of an additional five percent of the on site residential units as affordable shall be made available to the City for use in the provision of off site affordable housing.~~

~~Office Uses~~

- ~~14. The transfer of office space from Potomac Greens to Potomac Yard shall be encouraged, subject to City Council review.~~

~~Public Institutions and Facilities~~

- ~~15. Up to 7 acres of land or comparable space, as determined by the City, shall be provided for public institutions and facilities, including school and school-related facilities. In addition, land shall be made available for sale to Virginia Power for a substation if it is needed. Needs will be determined at the time that a development plan is submitted for review.~~

~~Interim Uses~~

- ~~16. Interim uses on sites planned for later phases of development under a CDD SUP shall be permitted subject to the special use permit process, provided that the City Council determines that such uses are compatible with adjacent uses and with the adopted long range development plan for the CDD and that the uses do not exceed the heights and densities allowed in the underlying zone.~~

Transportation

- ~~17. A new Metrorail station shall be built and paid for by the developer(s) at an appropriate location within the CDD area; the station shall have convenient pedestrian and bicycle access from the Potomac Greens and Potomac Yard portions of the CDD.~~
- ~~18. The Metrorail station shall be designed to accommodate a commuter rail station on the Potomac Yard site. The commuter rail and Metro station area shall be designed so as to provide joint and convenient access to bus feeder services.~~
- ~~19. Designated pedestrian and bicycle crossings shall be provided across Jefferson Davis Highway, the rail corridor, and the George Washington Memorial Parkway.~~
- ~~20. The CDD street system development shall be designed to minimize use of existing residential streets to the east, west and south of the project by commercial traffic heading to or from the site.~~
- ~~21. The existing Monroe Avenue Bridge shall be maintained as a four lane facility.~~
- ~~22. Through vehicular connections between the Potomac West area and the Potomac Yard section of the CDD north of the Monroe Avenue Bridge shall be limited to E. Glebe Road, S. Glebe Road, and Swann Avenue. Access to and from Jefferson Davis Highway will be determined in consultation with adjacent communities.~~
- ~~23. There shall be no intersection or connection between the George Washington Memorial Parkway and the Potomac Greens site by which motor vehicles can access that site from the Parkway or by which vehicles can access the Parkway from the site.~~
- ~~24. No curb cuts serving individual development projects will be allowed on Jefferson Davis Highway.~~
- ~~25. The use of rail cars shall be maximized for the transportation of construction materials and equipment to and from the development site. All construction related traffic shall use I-395 to access the site when rail transport is not feasible.~~
- ~~26. A comprehensive transportation management plan shall be required to encourage employees to travel by modes other than single occupant vehicles. As a minimum standard the development must meet a 30% transit usage and 1.4 auto occupancy rate~~

~~within one year after the Metro station is opened unless otherwise provided by the TMP.~~

- ~~27. In the event that projected development results in a traffic spillover onto residential streets, the City shall implement traffic control mechanisms to mitigate such spillover and protect local neighborhoods. These measures shall include the neighborhood protection measures discussed on pages 31-33 of the City's Master Transportation Plan.~~

Urban Design

- ~~28. Buildings shall be designed and sited to be in consonance with the historic character of the adjoining historic districts. The heights of buildings in the Potomac Yard and Potomac Greens areas shall follow the height limits shown on Map 25.~~
- ~~29. Buildings along Route 1 shall be limited to 50 feet except for 1-2 buildings at Four Mile Run, which may rise 77 feet.~~
- ~~30. Buildings in the interior of the Potomac Yard site designated for residential use shall have a maximum height of 77 feet provided that a predominant number of the buildings will rise no higher than 50 feet.~~
- ~~31. In the commercial core west of the proposed Metro station, no more than three or four buildings may rise to a height of 110 feet, provided that they have retail uses on the ground floor; the remaining buildings in that area shall display a substantial variety of heights below 110 feet.~~
- ~~32. South of the Monroe Street Bridge, the heights shall be predominantly 45 feet, with a few buildings allowed up to 77 feet.~~
- ~~33. Buildings on the Potomac Greens site shall be designed and sited so as to minimize the visual impact of development along the Parkway.~~
- ~~34. East of the Metro tracks, buildings within 500 feet of the George Washington Memorial Parkway shall be limited to 45 feet; outside of the 500-foot line and within 1500 feet of the Metro station buildings shall be of varied heights up to maximum of 77 feet; all others shall be limited to 50 feet.~~
- ~~35. Parking in the area shall be underground to the maximum degree feasible and shall be well screened where above ground.~~
- ~~36. Vistas and views of the National Capital monuments shall be maintained from open space wherever possible.~~
- ~~37. In general, a grid system with moderate block sizes shall be favored on the Potomac Yard.~~

- ~~38. An Urban Design Advisory Committee appointed by City Council shall review proposed urban design guidelines and individual buildings proposed to be built under the guidelines, with the technical assistance of the Department of Planning and Community Development, and its comments shall be presented to the Planning Commission and City Council for consideration in connection with any development plan submitted for approval.~~

Environmental Issues

- ~~39. Prior to and as a condition to the commencement of any development activities on the Potomac Yard site, one or more studies shall be conducted to determine the nature and extent of environmental pollutants which are present on the site. Based on these studies, a plan for the remediation of such pollutants, by removal or otherwise, shall be prepared and submitted to the city, to the Virginia Department of Health and any other appropriate state agencies, and to any federal agencies having and asserting authority with respect to the site's remediation. Such plan shall include an identification of the types and location of the environmental pollutants located on the site, a description of the methods to be undertaken to remediate such pollutants, and a schedule containing the estimated periods over which such remediation methods will be undertaken. During the city's review of the plan, the city council may conduct a duly advertised public hearing on the plan. No remediation activities may be undertaken pursuant to the plan unless and until the plan, whether in its original or an amended form, has been approved by the city, the Virginia Department of Health, and any other state and any federal agencies having review and approval authority. Following such approvals, the plan shall be implemented in accordance with its provisions. No construction or other development activity may commence on any portion of the site unless that portion has been remediated in accordance with the terms of the approved remediation plan, and the city has determined that portion of the site, following its remediation, will not be adversely affected by any pollutants existing on the portions of the site which will remain unremediated.~~

~~The prior provisions of this condition shall apply to the Potomac Greens equally.~~

Historic Resources

- ~~40. Prior to any development, cultural resource studies shall be conducted and a management plan shall be prepared to: determine the location and significance of prehistoric and historic resources; to identify the historic context and character of Potomac Yard and Potomac Greens and surrounding historic neighborhoods; and to set forth appropriate preservation strategies. The preservation measures shall be taken in a timely manner in accordance with federal, state and local standards.~~
- ~~41. Historically significant resources and themes including, but not limited to, Preston Plantation (the only known Alexander family site within Alexandria), the Alexandria Canal, and the railroad industry shall be commemorated through appropriate landscapes,~~

~~exhibitions, buildings and signage.~~

- ~~42. To the extent possible, the developer should work with the City to develop and implement a job training and placement program to provide training and employment opportunities for City residents.~~

ATTACHMENT 4
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RESOLUTION NO. MPA 99-0004

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN** section of the 1992 Master Plan was filed with the Department of Planning and Zoning in February, 1999, for to the CDD Conditions in the Plan; and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **June 15, 1999** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN** section of the City; and
2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN** section of the 1992 Master Plan; and
3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN**; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN** section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

- A. The following amendment and plan maps are hereby adopted in their entirety as an amendment to the **POTOMAC YARD/POTOMAC GREENS SMALL AREA PLAN** section of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

CDD Guidelines for Potomac Yard/Potomac Greens

Development under the Special Use Permit procedures within the CDD shall be in accord with the following principles:

Land Use

5. The maximum amount of development permitted in this CDD shall be:
 - e) 625 hotel rooms,
 - f) 735,000 net square feet of retail space,
 - g) 2,200 residential units, and
 - h) 1.9 million net square feet of office space.
2. The CDD shall be predominantly residential and mixed use, with the highest densities of commercial uses adjacent to the existing Potomac Yard shopping center, near the location where a future Metro station could be located.
Uses shall be consistent with the concept plan shown on Map 1.
3. The Potomac Greens site shall be developed entirely in residential use, except for a possible Metro station.
4. At least one-third of the residential units shall be townhouses; no more than one-third shall be multifamily units; no more than one-third shall be stacked townhouse units.
5. At least one-third of the area of the CDD excluding streets, Four Mile Run, and the operating rail corridor shall be public open space or common private open space.

The City may utilize a portion of this land private land for institutional uses.

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Transportation

6. Development within the CDD shall not preclude the possible future construction of a Metro Station.
7. A comprehensive transportation management plan shall be implemented to encourage residents and employees to travel by modes other than single-occupancy-vehicles.
8. A road with a minimum of four travel lanes shall be provided in Potomac Yard to connect Route 1 at its intersection with Slater's Lane to the area north of Four Mile Run in Arlington County. Construction on this road shall occur at a time or level of development as determined in the Concept Plan.
9. The street system within the CDD shall be designed to minimize use of existing residential streets to the east, west and south of the district by traffic heading to or from the district. Through vehicular connections between the Potomac West area and the Potomac Yard tract shall only occur at E. Glebe Road and Swann Avenue, unless other connections are approved by the Director of Transportation and Environmental Services after consultation with the neighborhoods.
10. A system of pedestrian and bicycle trails shall be provided throughout the CDD, connecting to existing trails outside the district and connecting open spaces and neighborhoods within the district.
11. There shall be no intersection or connection between the George Washington Memorial Parkway and the Potomac Greens site by which motor vehicles can access that site from the Parkway or by which vehicles can access the Parkway directly from the site.
12. In the event projected development results in traffic spillover onto residential streets, the City shall

implement traffic control mechanisms to mitigate such spillover and protect local neighborhoods. These measures shall include the neighborhood protection measures discussed on pages 31-33 of the City's Master Transportation Plan.

Urban Design

13. Buildings on the Potomac Greens site shall be designed and sited so as to minimize the visual impact on the Parkway.

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14. Required parking in the CDD shall be underground or embedded within the block, to the maximum extent possible. Required parking for individual townhouses and other single family units shall be served by alleys to the maximum extent feasible.
15. In general, a grid system with moderate block sizes shall be favored.
16. A process shall be established whereby a Design Review Board established by City Council for the District shall review and comment upon each building within the district.
17. Heights shall be limited as shown on Map 2.

DEVELOPMENT WITHOUT A CDD SPECIAL USE PERMIT

Within the CDD zone the uses permitted without a CDD special use permit shall be as follows: the area south of the Monroe Street Bridge and the area east of the Metro tracks shall be RB (townhouse); the first 250 feet east of Route 1 shall be CSL; the remainder of the site shall be I (Industrial); except that the U/T regulations of the site shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way for the purpose of accommodating the relocated rail mainline on the yard; and except also that the area known as the 'Piggyback Yard' and Slaters Lane portion of Potomac Yard may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard:

- a) shall contain no more than 275 dwelling units;
- b) shall contain no more than 60,000 sq.ft. of commercial space, of which no more than 30,000 may be office;
- c) shall be planned and developed pursuant to a special use permit;
- d) shall have a maximum height of 50'; and
- e) shall generally be consistent with the goals and the guidelines of the small area plan.

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B. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED THE **15th DAY OF JUNE, 1999**

W. B. Hurd, Chairman

ATTEST: _____
Sheldon Lynn, Secretary